

Message Text

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21/13

ACTION EUR-25

INFO OCT-01 ISO-00 CIAE-00 DODE-00 PM-07 H-03 INR-10 L-03

NSAE-00 NSC-10 PA-03 RSC-01 PRS-01 SPC-03 SS-15

USIA-15 ACDA-19 IO-15 SAJ-01 MBFR-04 NIC-01 FAA-00

EB-11 CAB-09 COME-00 DRC-01 /158 W

----- 076039

O R 270935Z SEP 73

FM USMISSION BERLIN

TO AMEMBASSY BONN IMMEDIATE

INFO SECSTATE WASHDC 2456

C O N F I D E N T I A L BERLIN 1668

E.O. 11652: GDS

TAGS: PBOR, ETRN, WB, UR

SUBJECT: REPLY TO SOVIET STATEMENT ON ATC PROCEDURES

REF:

A. BERLIN 1561

B. BONN 12965

C. STATE 181760

1. FRENCH MISSION FULLY SUPPORTS US PROPOSED RESPONSE TO SEPTEMBER 4 SOVIET STATEMENT IN BASC EXPRESSING DESIRE TO DISCUSS SEVERAL AIR SAFETY MATTERS, BUT BRITISH MISSION DOES NOT GO ALONG. AT DEP POLAD MEETING SEPTEMBER 25, UK MISSION OFFICER (EYERS) SAID HE HAD REPORTED US ARGUMENTS (REF A) TO HIS EMBASSY, AND COULD NOW CONFIRM THAT EMBASSY SUPPORTED HIS RECOMMENDATION THAT WE SAY NOTHING MORE TO SOVIETS AT THIS TIME. EYERS SAID BRITISH PREFERRED NOT TO MEET WITH SOVIETS UNTIL THEY COULD GIVE FAVORABLE RESPONSE TO AT LEAST ONE OF THREE SOVIETS POINTS, AND THAT EMBASSY WAS EVEN MORE SERIOUSLY OPPOSED TO RAISING BARTCC-SCHOENEFELD LINK. HE SAID HIS EMBASSY WISHED TO HOLD BACK ANY FURTHER APPROACHES ON LINK UNTIL
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ALLIES KNEW WHAT SCRIPT THEY WERE GOING TO FOLLOW

ON LUFTHANSA STOPOVER AT TEGEL. MOREOVER, BRITISH WISHED TO HAVE NO FURTHER CONVERSATIONS WITH SOVIET CONTROLLER UNTIL SUCH TIME AS ALLIES WERE READY TO DELIVER "FINAL DEFINITIVE ANSWER." IN THIS CONNECTION, HE SAID UK "WOULD NOT DREAM OF RESTRICTING LOCAL FLIGHTS," BUT THOUGH APPROACH PATTERN TO TEMPELHOF COULD BE CHANGED; TRANSMITTAL OF MANSBACH BEACON TIMES WAS, IN HIS OPINION, UP TO US, BUT WE SHOULD SAY YES OR NO. EYERS INDICATED MATTER WAS NOW IN HANDS OF ALLIED EMBASSIES IN BONN AND HE WAS NOT IN POSITION TO DICUSS IT FURTHER LOCALLY.

2. FRENCH AND US REPS EXPRESSED SURPRISE THAT BRITISH WOULD WISH TO SHY OFF FROM REFERENCE TO BARTCC-SCHOENEFELD LINK WHEN THEIR CONTROLLER HAD ALREADY RAISED IT IN CONNECTION WITH SOVIET STATEMENT TO WHICH WE WERE FORMULATING RESPONSE, AND CONTROLLERS WERE UNDER STANDING INSTRUCTIONS TO MENTION MATTER AT SUITABLE OPPORTUNITIES. POINT WAS ALSO MADE THAT LINKAGE WITH TEGEL STOPOVER WOULD IMPLY THERE WAS SOMETHING MORE TO ALLIED PROPOSAL THAN AN AIR-SAFETY MEASUR, BUT EYERS DENIED THIS WAS BRITISH INTENT. US AND FRENCH REPS ALSO SAID THEY THOUGH ALLIED CONTROLLERS SHOULD NOT LEAVE SOVIET STATEMENTS ON LOCAL FLIGHTS UNREFUTED FOR LONG.

3. COMMENT: PENDING DRAFT REPLY IS ADMITTEDLY UN-RESPONSIVE ON MANSBACH BEACON TIMES IN ORDER TO PERMIT SOME FLEXIBILITY SHOULD WE WANT TO TRADE THIS FOR, SAY, ELIMINATION OF REPORTING ON ALTITUDE CHANGES, AND WE DO NOT SEE NEED TO GIVE MORE DEFINITIVE RESPONSE ON THE TEMPELHOF APPROACH RAISED BY THE SOVIETS, WHICH IS TECHNICAL MATTER WHOLLY WITHIN ALLIED PURVIEW AND OF MARGINAL SIGNIFICANCE TO SCHOENEFELD TRAFFIC. INASMUCH AS THERE MEES TO BE LITTEL DISAGREEMENT ON LOCAL FLIGHTS, AND FURTHER DELAY IN ALLIED RESPONSE WOULD APPEAR TO RUN RISK OF TURNING EVENTUAL DISCUSSION OF TEGEL STOPOVER INTO BROADER EXCHANGE ON AIR MATTERS THAN BRITISH PROFESS IS THEIR DESIRE, WE SEE ONLY DIS-ADVANTAGE IN LETTING THIS MATTER DRAG ON. WE THOUGHT

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WE HAD TURNED THE BRITISH AROUND ABOUT A WEEK AGO, BUT IT IS CLEAR THAT MATTER WILL HAVE TO BE DEALT WITH IN BONN.KLEIN

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